

FROM ALBANY.

THE NEW CAPITOL QUESTION.

LEGISLATIVE.

NEW-YORK CITY INTERESTS.

From Our Special Correspondent.

ALBANY, March 14, 1866.

THE NEW CAPITOL.

Mr. D. P. Wood dealt the New Capitol bill a very damaging blow yesterday. I have heard his speech characterized as the most effective that has been delivered in the Assembly this winter, and it is conceded that if the vote had been taken on the question immediately after Mr. Wood took his seat, the project would have been defeated by an overwhelming majority. But the Albany are all becoming lobbyists, and will do their prettiest to secure the appropriation asked for. And I am apprehensive they are prepared to employ money if they think it can be made serviceable. It is understood they can use a large amount to carry the bill they obtained last winter, and should they now resort to the same means, it is not impossible they may succeed. Thus far, there has been no money used here—the Legislature is not debauched. But there is no evidence that it may not be. It may yet exchange its present good name for a very bad one. It may yet become a stench in the nostrils of the people, as the Legislature of 1860. But this we have to say: if there are members that propose to put themselves in the market, they should not be in a hurry. Let these Albanyans pay. If \$40,000 were expended to obtain all appropriation of \$100,000 (which is not in the act of the Legislature of 1860) for half a million. But who to Albany is she the money? To those members of the Legislature who can be induced to change their votes for greenbacks. If one billion dollars that money is employed to pass this bill, beyond doubt it will be the duty of the Governor to veto it.

After all, this is the people's business. If they are willing the State taxes shall be increased to the extent of \$400,000 a year, they will acquiesce in the passage of this bill; otherwise they will renounce it.

ASSESSMENT OF PROPERTY.

In the Senate, last evening, Judge How's bill to amend the Revised Statutes relative to the assessment of property (which provides that all persons liable to taxation shall make sworn returns of their personal property) was the subject of an interesting discussion. Mr. Hoyt moved to amend by making the requirement apply to real as well as personal property. This amendment was favored by Mr. Pierson, and opposed by Messrs. Low and Seelye, while Mr. Andrews opposed the passage of the bill in every form. These debates show the atrocities perpetrated under our assessment laws; but I have no expectation that they will be stopped by anything that can be done this winter. There is not time to perfect a new law, and it will hardly pay to pass a defective one.

In the Assembly, a bill to incorporate the Harlem River and Portchester Railroad Company was reported, also, to compel the New York and New Jersey Company to remove rails from a portion of their track.

ORDERED TO A THIRD READING.

The bill to incorporate the Empire State Live Stock Insurance and Thief Detective Company, and the bill to incorporate the Brooklyn Mutual Gas Light Company.

TO-DAY'S PROCEEDINGS.

The Assembly to-day has been principally occupied in the third reading of bills. A bill was passed concerning the Surrogate and Justices of Sessions of Oneida County the power to appoint Excise Commissioners. This bill is done to get rid of the old system of Judge Smith, against whom charges are pending.

The Senate has been on general orders and in the third reading of bills. Among the bills passed is one granting further aid to the Chenango Extension. The lobby is exceedingly numerous here to-day.

What's up?

NEW-YORK LEGISLATURE.

SENATE.—ALBANY, March 14, 1866.

BILLS REPORTED.

Amending the charter of the United States Warehouse Company.

Incorporating the National Warehouse and Security Company.

Directing the removal of the railroad track in Thompson-st., and to change the route of the Broadway and Seventh-ave. Railroad Company.

Authorizing the Dry Dock, Broadway and Battery Railroad Company to extend their tracks, and authorizing the Ninth-ave. Railroad to use the same.

For the relief of the Union Trust Company.

BILLS NOTICED.

To incorporate the American Epidemiological Society.

Amending the act relative to the Croton Water Department. It relates to the grade of the Eighth-ave. New-York.

BILLS INTRODUCED.

By Mr. KILNE.—Authorizing the construction of a suspension railroad in Broadway and other streets in the City of New-York.

By Mr. STANFORD.—To incorporate the New-York and Brooklyn Ferry Railroad Company.

By Mr. PARKER.—To amend the New-York and Brooklyn Ferry Railroad Company.

Relative to lands devised by Simon Bergen, deceased, late of Brooklyn.

Fixing the salary of the Treasurer of Kings County at \$2,500.

Authorizing the extension of the Chenango Canal. It appropriates \$700,000.

Authorizing the Board of Health of Yonkers to purchase certain real estate for sanitary purposes.

Amending the act for the extension of certain streets in Brooklyn to the East River.

Authorizing attorneys and counselors of the Supreme Court residing in adjoining States to practice in courts of this State.

Mr. LENT introduced a bill to incorporate the New-York Storage and Lighterage Company.

A bill authorizing the construction and use of a building in Burling-slip.

The bill incorporating the Sisters of the Poor of St. Francis of New-York was advanced to a third reading. Adjourned.

ASSEMBLY.

By Mr. BRANDRETT.—To incorporate the Metropolitan Improvement Company.

By Mr. JENKINS.—To amend the Public Charity and Correction Department, and to enable the Board of the Controller to more speedily raise the money required under said act.

By Mr. A. D. REYNOLDS.—To amend the Hudson City Charter.

By Mr. MAURICE.—To incorporate the Rockaway Beach Hotel Company; also, for the formation of the Rockaway Beach Land and Improvement Company.

BILLS PASSED.

To regulate the use of boats and vessels within the Metropolitan District.

Relative to the public markets of New-York.

To amend the charter of the New-York Juvenile Asylum.

To limit the tenure of office in the New-York State Marine Guard.

To incorporate the New-York Mutual Gas-Light Company.

To incorporate the Jamaica Savings Bank.

Adjourned.

Work before the Legislature.

CONSTRUCTION AND USE OF A BUILDING IN BURLING-SLIP.

Senator Lent introduced a bill providing that the Metropolitan Fire Department may erect and occupy, for the purposes of the Department in the City of New-York, a building fronting 25 feet on the easterly side of Front-st., crossing said 25 feet, and located equidistant as to the easterly and westerly sides of said slip, for the public use of said city.

NEW-YORK STORAGE AND LIGHTERAGE COMPANY.

Senator Lent introduced a bill providing that Henry M. McCorkle, Henry Green, Haynes Lord, Franklin Johnson, Samuel Boruvel, may incorporate themselves for the purpose of carrying on the business of warehouse, forwarders and lighterage in the City of New-York. The capital stock to be \$200,000.

SUSPENSION RAILROAD IN BROADWAY.

Senator Kilne introduced in the Senate on Wednesday a bill for the construction of a railroad in New-York City naming the same corporations and route as was proposed in a bill introduced in the Assembly last week, and published in this paper.

STORAGE IN THE CITY OF NEW-YORK.

Senator Fox introduced a bill providing that the President of the Chamber of Commerce, and the President of the Board of Fire Insurance Underwriters, the President of the Board of Metropolitan Fire Commissioners, and the Superintendent of Buildings and City, shall together constitute a Board, under the name of the Board of Storage, to be composed of five members, which shall be authorized to devise, fix and prescribe the manner and methods of storing and keeping goods, wares and merchandise in storage, and warehouses in the City of New-York, more particularly with reference to the loading and storage on the several floors of buildings, and the particular classes or grades of goods that may be stored together.

NEW-YORK AND BROOKLYN FERRY RAILROAD COMPANY.

Senator Stanford introduced a bill to incorporate the

above Company, and naming as first corporators: C. C. Jones, W. S. G. G. Linton, George Taylor, Jesse C. Dayton, James H. Hoyt, R. C. Hall, H. W. Carey, Jerome B. Carver, and others. The route for the proposed railroad commences at the foot of Third-st., North River, along the East River, to Eleventh-st., to Twenty-ninth-st., to Broadway, to University place, to Waverly-place, to Mercer-st., along the latter to Canal-st., to Elm-st., to Worth-st., or Leonard or Duane along to Central-st., to Park-row or Chatham-st., or running from Mercer-st. to Canal-st., along the latter to Central-st., to Park-row or Chatham-st., to Spruce-st., to Nassau-st., to Beekman-st., along Beekman or Spruce to William-st., to Beaver-st., along the latter to South-st., to Broadway, along the latter to Whitehall-st., near South-st., to Broadway, along Broadway to Whitehall-st., to Broadway, to Beaver-st., to Nassau-st., to Park-row or Chatham-st., along Park-row or Chatham-st., to Central-st., to Duane-st., to Elm-st., to Canal-st., along to Mercer-st., or running from the intersection of Park-row or Chatham-st., to Central-st., along Central to Canal-st., to Mercer-st., along to Clinton-place or Eighth-st., to University place, and from Spruce to Beekman-st., or to William, Beaver, Broad to South-st., along South to Hamilton-ave. Ferry, and along Nassau-st., along the latter to Canal-st., to Duane-st., or running from the former street to Burling-slip; also, from Wall-st. ferry through Wall-st. to Nassau-st.

Commissioners Appointed.

ALBANY, Wednesday, March 14, 1866.

The Governor has appointed, by and with the consent of the Senate, the following named as commissioners to supervise the expenditure of money raised and collected for certain charitable institutions in New-York City, under Chapter 283 of the Laws of 1840: Dr. Thomas C. Chalmers, Parkie Gowdin, Daniel D. T. Marshall, Ira O. Miller and Apollis R. Wetmore.

THE METROPOLITAN BOARD OF HEALTH.

The Meeting Yesterday Afternoon.—The

Duties of Inspectors.—Adoption of a

Code of By-Laws.—The Badge and

Seal of the Board.—The Official Dock.

The Transportation of Offal a

Stupendous Nuisance.—One Hundred and

Forty-four Notices Issued Yesterday.

The Police Sanitary Company.—The

Butchers and the Board.—How Meat

is Made Unwholesome.—The Condition

of Washington Market Ineffably Bad.

The Board of Health held its fifth regular

session yesterday afternoon at its Rooms, No. 301 Met-

ropolitan-st., the President, Jackson S. Schultz, occupying the Chair, and all the members present save Commissioner

Bergen. The minutes of the last meeting were read and approved.

Dr. STONE, from the Committee appointed for the

purpose of making a report upon the duties of Inspectors, offered the following, which was adopted:

DUTIES OF INSPECTORS.

1. The Inspectors will keep constantly in mind the

great public interest in the sanitary value of the

knowledge expected to be gained by the present system

of Health Police. It is desirable that they should take

special interest in all sanitary questions and keep

themselves informed of what is being done in this

direction. There is not time to perfect a new

law, and it will hardly pay to pass a defective one.

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River and Portchester Railroad Company was reported,

also, to compel the New York and New Jersey Company

to remove rails from a portion of their track.

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pension railroad in Broadway and other streets in the

City of New-York.

request to address the same to the Sanitary Superin-

ADDITIONAL CLERKS.

Two additional clerks—Cassius A. Palmieri and

Adolph Thierstein—were assigned to duty in the office

of the Sanitary Superintendent.

REPORTED FOR DUTY.

A communication from the Sanitary Superintendent

stated that the Assistant Sanitary Superintendent for

Brooklyn and several gentlemen who had reported to

him, had been assigned to duty.

BURIAL PERMITS.

The report of Dr. Harris stated that permits for

burial are granted only upon the authority of the offi-

cial signature of the Superintendent, and that the

Sanitary Superintendent is not allowed to grant

permits to grant permits to use his signature. The office

is open from 7 a. m. to 7 p. m., and during the hours of

duty the Superintendent is authorized to act as

Deputy of the Registrar of Deaths. Dr. J. C. Farming-

ham, Esq., One-hundred-and-twenty-sixth-st., Harlem,

is authorized to fill up permits to meet exigencies that

justify such duty by a deputy in that remote district.

THE OFFICIAL DOCK.

A communication from the Sanitary Superintendent

stated that he had inspected the Official Dock at the

foot of Third-st., North River, and also all the ves-

sels, carts, horses and stables used by the Long Island

Road Laboratory in the collection of offal. The dock is

kept in good order, and the carts are thoroughly

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be established by himself. Still, if the prosecution de-

sired it, Mr. Kellum would be requested to appear be-

fore the Court.

The prosecution then desired that Mr. Kellum be di-

rected to produce before the Committee his statement

as to how many solid cubic feet of brick had been used

in the building. It had been said that there had been

six million and a half of brick used in the building.

Mr. Cram wanted no reports—no hearsay evidence.

Nothing but sworn testimony would answer.

Michael Ralish was then sworn, and testified—Am

in James Fowler & Co's employment, made certain

statements in 1861, that he had been engaged in the

work of the Metropolitan Board of Health, and in

March, 1864, was familiar with the value of iron, &c.,